

CITY OF GROVE CITY, OHIO

COUNCIL MINUTES

October 24, 2016

Special Meeting

The regular meeting of Council was called to order by President Schottke at 6:30 p.m. in the Council Chambers, City Hall, 4035 Broadway.

After a moment of silent prayer and the Pledge of Allegiance, roll was called and the following members were present:

Laura Lanese

Steve Bennett

Roby Schottke

Jeff Davis

Ted Berry – arrived at 6:33 p.m.

1. President Schottke recognized Mayor Stage for a presentation. Mayor Stage read a Resolution of Support for the COTA levy coming up this November.
2. The Chair recognized Mr. Pat Kelley who, with his partners, have purchased Beulah Park. Mr. Kelley introduced most of his team and said they are excited to embark on this “new urbanism” project. He said the key principals are walk-ability; connectivity; diversity and mixed uses. He said the Town Center Plaza is critical to making this project successful.
3. The Chair recognized members of the Administration for an updated presentation on the Town Center Plaza and immediate area.

Mr. Rauch, Dir. of Dev., explained that they have been working with EMH&T and the Edge Group. He introduced Tedd Hardesty and Paul Lata to begin the update.

Mr. Tedd Hardesty, Edge Group, said they have been looking at the connectivity and the Standards of the Town Center. He shared a conceptual look of the Town Center and the public parking spaces that connect the area. He said they are also looking at how to create green areas, as trees begin to reach their lifespan. They shared some enhancement concepts including a First Street walkway; some diamond-shaped green space areas; a gathering space at the terminus of the Promenade; some green space by the old library site; a median in Park Street. Standards would include black metal accents (Furniture, lights, trash cans, etc) and red brick that should be used to strengthen the area with new development.

Mr. Mike Keller, Consulting Engineer, provided an update of where things are with the Plaza and the various components that are part of the project. He said they have been working on connectivity of Beulah Park and the Urban Core. They have been working on a railroad crossing and there are a few options of where to cross into Beulah. They have five tasks that are overlying. There is the Columbus St. Extension; the Plaza; the Railroad Crossing; connection from the crossing to Beulah; pedestrian movements; providing a public core. He gave more detail on each task. He said there are three concepts for the Plaza and they will work with the Edge Group and Developer to tighten the concept. He shared very basic costs estimates for each plaza concept. He said they hope to have a better understanding of some of these items and a plan for the railroad crossing by the end of the year.

Council thanked the Administration for the update and shared their desire for having more open discussions on these components and in a timely fashion so nothing gets held up, but in a way that Council can make informed decisions. Members shared their support and some concerns for the Plaza project, including spurring private redevelopment. Mr. Berry asked about a parking garage in the area and possibly selling off land we currently own for retail development, which might offset the garage cost. Ms. Lanese asked if the estimates include the closing of Grant Ave. Mr. Keller said to close it, yes, but to acquire ground to reroute traffic, no.

Mr. Schottke asked that the Administration include Mr. Bennett as Chair of Lands and Mr. Davis as Chair of Finance in their discussions so they can keep the rest of Council updated. He also asked Mr. Turner if we can afford the Plaza and the Fiber Optic Network. Mr. Turner, Dir. of Finance, said yes - the Plaza could be financed with General Obligation Bonds. Council asked for a timeline. Mr. Boso said it is difficult to put a timeline together. It will depend on the negotiations with the Kelley Group. There are many options for the funding. He did say there may need to be an increase in the inside millage to complete all components.

Mayor Stage said they are excited about working with the Kelley Group. He said they are looking for the free market and others to help out on redeveloping the east side of the railroad tracks. He said this is an evolving process and they are picking away at the pieces. There are no answers yet, but many ideas.

The Chair recognized Mr. Davis, Chairman of Finance, for discussion and voting under said Committee.

1. Ordinance C-85-16 (Appropriate \$4,650,000.00 from the General Fund for the Current Expense of Design and Construction for a Municipal Fiber Optic Network) was given its second reading and public hearing.

Mr. Hurley said the Township and Time Warner sent e-mails of support last week. He also received positive feedback from the School District when he met with them.

Mr. Schottke asked Mr. Turner if we can afford both this and the Plaza. Mr. Turner said yes. We have enough debt capacity to handle both. He said this project has a revenue source the help pay the City aback over 10 years.

Mr. Davis moved that the following amendments be made to the ordinance:

1. Amount to be amended to \$4,781,000.00 throughout the ordinance;
2. The Title be changed to add "And Authorize the City Administrator to Enter into a Master Service Agreement for same"; and
3. Section 2 becomes Section 3 and a new Section 2 be included that states: "The City administrator is hereby authorized to enter into the Master Service Agreement attached hereto and made a part hereof".

Seconded by Mr. Bennett.

Ms. Lanese	Yes
Mr. Bennett	Yes
Mr. Schottke	Yes
Mr. Davis	Yes
Mr. Berry	Yes

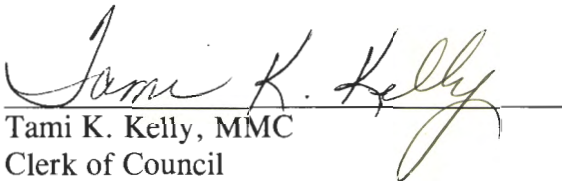
There being no additional questions or comments, Mr. Davis moved it be approved; seconded by Mr. Bennett.

Mr. Bennett	Yes
Mr. Schottke	Yes
Mr. Davis	Yes
Mr. Berry	Yes
Ms. Lanese	Yes

The Chair recognized members of Administration and Council for closing comments.

1. After comments from Mayor, Council and Administrative staff members, a motion to adjourn was approved by unanimous consent.

Council adjourned at 8:06 p.m.


Tami K. Kelly, MMC
Clerk of Council


Roby Schottke
Chair



The City of Grove City

Welcome to the Grove City Council Meeting

October 24, 2016



The City of Grove City

Presentations:

- Support of COTA Levy
- Town Center Plaza Update

TOWN CENTER PUBLIC REALM VISION

GROVE CITY, OHIO



Richard L. "Ike" Stage
MAYOR

Charles W. Boso, Jr.
CITY ADMINISTRATOR

MEMBERS OF COUNCIL
Roby Schottke, President
Tod A. Berry
Jeffrey M. Davis
Steven M. Bennett
Laura Lanese
Tami K. Kelly, MMC

September 30, 2016

PREPARED BY
EDGE

PURPOSE

Identify opportunities to strengthen the public realm within the town center.

- Places and Spaces
- Connectivity
- Aesthetics

Identify the standard elements of the public realm.

- Standard elements and materials
- Guidelines for placement and use



GROVE CITY, OHIO

TOWN CENTER PUBLIC REALM VISION
TOWN CENTER OVERVIEW



GROVE CITY, OHIO

TOWN CENTER PUBLIC REALM VISION
BROADWAY ENLARGEMENT



1 BEULAH SQUARE DEVELOPMENT
THE SQUARE IS A GATEWAY TO THE BEULAH PARK REDEVELOPMENT SITE. PUBLIC GREEN SPACE IS PROVIDED WITH EASY ACCESS TO PARKING. THE SQUARE CAN BE CLOSED TO VEHICULAR TRAFFIC FOR LARGER EVENTS.



2 FIRST STREET CONNECTOR
PEDESTRIAN AND BICYCLE CONNECTION BETWEEN THE LOTZ DRIVE NEIGHBORHOOD AND HISTORIC GROVE CITY. A BRIDGE IS REQUIRED TO CROSS THE STREAM.



3 FIRST STREET SIDEWALK
THIS SIDEWALK COMPLETES PEDESTRIAN INFRASTRUCTURE ALONG FIRST STREET.

4 BROADWAY DIAMONDS
THE DIAMOND BUMP-OUTS ALONG BROADWAY THROUGHOUT DOWNTOWN ARE TO BE IMPROVED BY REMOVING THE EXISTING BRICK AND RAISED PLANTERS AND REPLACING WITH PLANT BEDS AND GROUND COVER PLANTINGS.

5 GOLD STAR PARK
HONORING GOLD STAR FAMILIES, THIS MEMORIAL WILL BE CONSTRUCTED SPRING 2017.



6 CITY HALL PLAZA
CITY PLAZA ACTS AS A TERMINUS TO THE PROMENADE (CURRENTLY UNDER CONSTRUCTION.) A PLAZA FACES PARK STREET WHILE ACCESSIBLE PARKING IS LEFT IN PLACE SOUTH OF THE PLAZA.

7 PEDESTRIAN CONNECTION
POSSIBLE LANDSCAPE AND LIGHTING IMPROVEMENTS TO MATCH OTHER EXISTING PEDESTRIAN CONNECTIONS.



8 LIBRARY REDEVELOPMENT SITE
THE FORMER LIBRARY SITE IS ACROSS PARK STREET FROM THE SAFETY COMPLEX. THE POTENTIAL RELOCATION OF CITY HALL TO THIS LOCATION WOULD CREATE A CIVIC CAMPUS. THE SITE MAY INCLUDE TOWNHOMES AND A TOWN SQUARE TO THE EAST.

9 PARK STREET STREETScape
BUILT IN CONJUNCTION WITH THE OLD LIBRARY REDEVELOPMENT SITE, THIS IS THE TRANSITION FROM URBAN STREETScape TO RESIDENTIAL TREE LAWN.



10 PARK STREET MEDIAN
ADD A MEDIAN WITH LAWN, PLANT BEDS, AND SHADE TREES TO REDUCE THE SCALE OF THE STREET AND PROVIDE NEEDED TRAFFIC CALMING.



FIGURE 11
PRODUCT: OPEN-ART FURNISHINGS
REQUIREMENTS: 48" HIGH x 136" LONG
DETAILS: TUBULAR 2" DIA. BLACK
GUIDELINES:
 1. LOCAL AND SMALL SET-UP USE UNDER PEDESTRIAN WALKWAYS



FIGURE 12
PRODUCT: BIKI RACK
AT 36" HIGH OR APPROVED EQUAL
GUIDELINES:
 1. LOCATION OF BIKI RACK OR ATTACHED BICYCLES SHALL NOT IMPIDE UNDER PEDESTRIAN WALKWAYS

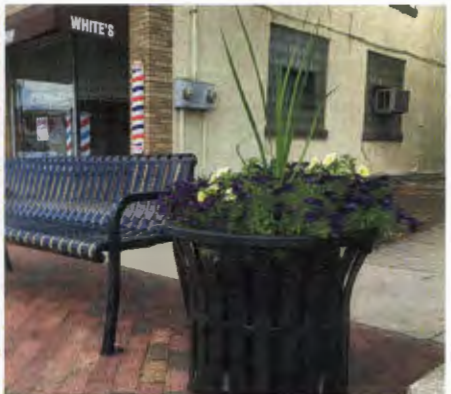


FIGURE 13
PRODUCT: OPEN-ART FURNISHINGS
REQUIREMENTS: 48" HIGH x 136" LONG
DETAILS: TUBULAR 2" DIA. BLACK
GUIDELINES:
 1. PROVIDE FOR SEASONAL DISPLAY



FIGURE 14
PRODUCT: OPEN-ART FURNISHINGS
REQUIREMENTS: 48" HIGH x 136" LONG
DETAILS: TUBULAR 2" DIA. BLACK
GUIDELINES:
 1. UNIMPROVED PEDESTRIAN WALKWAY FROM 4'-0" TO 8'-0"
 2. PROVIDE TO 6 MOES (1/4" ROUNDED END) OR EQUIVALENT FOR PLACEMENT AND QUANTITY OF PLANTING



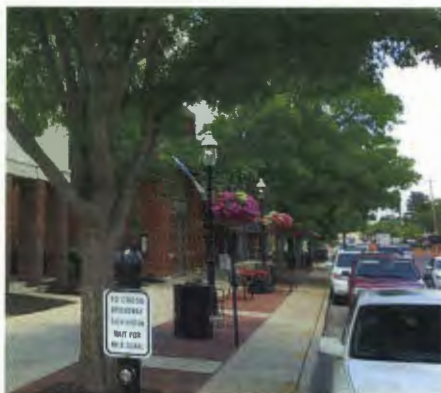
FIGURE 15
PRODUCT: BIKI RACK
AT 36" HIGH OR APPROVED EQUAL
GUIDELINES:
 1. LIMIT PLANT TO DINING PATIOS AND PARKING LOT





MATERIALS:
BRICK PAVERS
RED BRICK BLIND
RUNNING BRICK PATTERNS
CONCRETE BORDERS

GUIDELINES:
• ALL SIDEWALK BRICK TO BE LAID UTILIZING RUNNING BRICK PATTERNS
• LOCATE ALONG ROADWAY ONLY



MATERIALS:
BRICK PAVERS
CONCRETE BORDERS
NO PARKING SIGN



MATERIALS:
BRICK PAVERS
RED BRICK BLIND

GUIDELINES:
• ALL SIDEWALKS SHALL BE LAID UTILIZING BRICK PATTERNS
• BRICK TO BE Laid WITH A BITUMINOUS SETTING BED AND CONCRETE BORDERS



MATERIALS:
BRICK PAVERS
CONCRETE BORDERS
NO PARKING SIGN



MATERIALS:
BRICK PAVERS
CONCRETE BORDERS
NO PARKING SIGN



MATERIALS:
BRICK PAVERS
CONCRETE BORDERS
NO PARKING SIGN

GUIDELINES:
• BRICK TO BE Laid WITH A BITUMINOUS SETTING BED AND CONCRETE BORDERS
• BRICK TO BE Laid WITH A BITUMINOUS SETTING BED AND CONCRETE BORDERS

ACTION ITEMS

STREET TREE MASTER PLAN & STANDARDS

Update recommended species, sizes, tree pit standards/ specifications and replacement strategy

OUTDOOR DINING LEGISLATION UPDATE

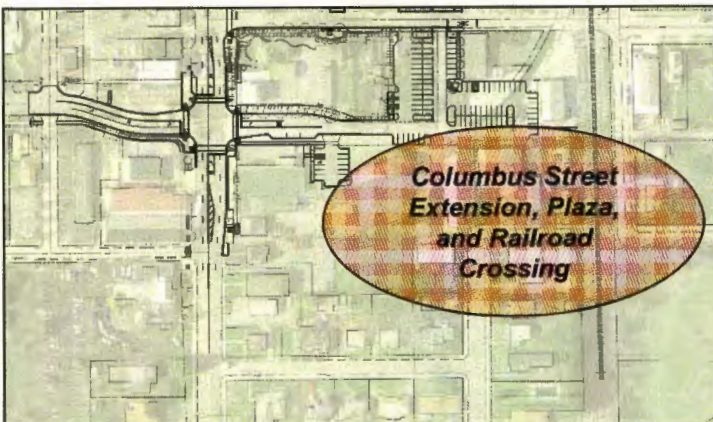
Review and refinement of current legislation and updating of standards

PEDESTRIAN ACCESS CORRIDORS

Begin detailed review, design and budgeting for existing and proposed connections between Broadway and public parking



Columbus Street Extension and Plaza Concept – UPDATE and DISCUSSION



**City Council Meeting
July 5, 2016**

Updated: October 24, 2016





Project Location





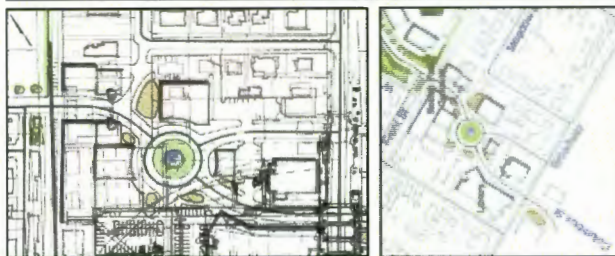
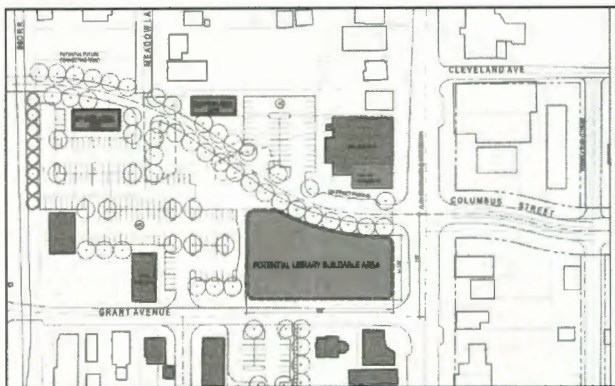
Update Items

- Railroad Crossing
- Grant Avenue Options
- Columbus Street Extension Alignment Options
 - Economic Redevelopment/Town Center Revitalization/New Urbanization
- Plaza
 - Concepts, Uses, Sizing, etc.
- Beulah Park Property
 - Connectivity to Existing Roadway west of Railroad
 - West Water Run
 - Development

Columbus Street Extension (West of Broadway) and Library Plaza



1. Multiple Concepts and Plans have been proposed over the past few years
2. Serves as a Town Center Enhancement and a "Gateway" feature for the Beulah Park Site Development





Columbus Street Extension

Operating Budget CIP Funding and Resolution CR-01-16 (Racetrack Redevelopment Funds) provided funding for the planning and detailed engineering of the Columbus Street Extension/Plaza.

The project will include the following components:

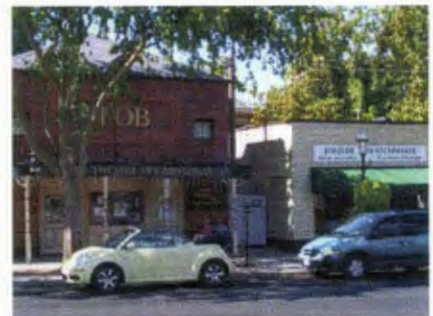
- Schematic design and evaluation of alternatives for "plaza" amenity
- 700 feet extension of Columbus Street from existing terminus (parking lot) to the railroad property
 - The extension will terminate east of the railroad property pending coordination with the railroad for improvement of a new crossing (completed as a separate effort.)
- The street will include street lighting, drainage facilities, public waterlines, and walks
- Preliminary concepts have identified a plaza feature along the extension.



Administration's Core Goals of Concepts

(these are also competing interests in project which need to be balanced)

- Physical connectivity to Beulah Park (vehicular) and West Water Run Greenway (pedestrian/bicycle)
- Promotes safe, yet calmed movement of vehicular traffic through the Town Center
 - Extension of roadway and future railroad crossing into Beulah Park Redevelopment
- Provides a public use space (i.e. plaza)
- Prioritizes pedestrian movements, and
- Promote redevelopment/investment into the Town Center





Update on Railroad Crossing

- City met with Genesee-Wyoming (G&W) railroad in January and September to discuss potential crossing
- City completed at-grade crossing conceptual planning
 - Evaluates existing conditions and design constraints
 - Develop conceptual layout
 - Discussion on potential for “non-conflict” options (e.g. grade separated crossing)
 - Will meet with G&W and Public Utility Commission of Ohio (PUCO) to review concepts and coordination
- G&W that it would be anticipated that for a “relocated” crossing to be approved an existing crossing would need to be abandoned (*typical to request two crossings to be closed for every “new” crossing requested*)
- Concept Plan submitted, City initiating Preliminary Engineering which included a \$5,000 for plan review by G&W and also a \$3,200 right-of-entry permit
- **General Schedule**
 - Concept Planning and Coordination 6/16-9/16
 - Preliminary Engineering 10/16 – 12/16
 - Final Engineering (*requires legislation*) 1/17-3/17
 - Legal Process (assume 6 months) 1/17 – 6/17
 - Potential Bidding/Funding Legislation 5/17-7/17
 - Potential Construction Start 7/17



Update on Railroad Crossing

Grant Avenue Considerations

- Grant Avenue – Existing Conditions
- Grant Avenue – Alternatives if Closure Occurs
 - Access/Connectivity Along Railroad
 - Access/Connectivity to new Parking Area
 - Turnaround
- EMH&T completing field survey and will refine options with railroad crossing plans

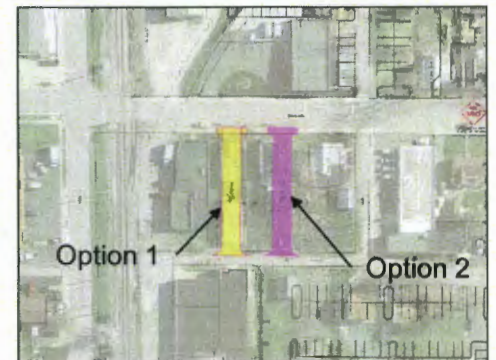




Update on Railroad Crossing

Grant Avenue Considerations

- Grant Avenue – Alternatives if Closure Occurs
 - Access/Connectivity Along Railroad
 - Access/Connectivity to new Parking Area
 - Turnaround





Grant Avenue/Railroad Property



Railroad Property



Grove City Right of Way

CITY HALL, 4035 BROADWAY, GROVE CITY, OHIO 43123

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Roadway/Railroad Crossing Alignment

- In consideration:
 - railroad crossing, road connectivity/function, redevelopment, impacts to existing properties, etc.
- Three alignments
 - Base (Northern) Alignment – consistent with approved preliminary development plan
 - Cleveland Avenue (Central) Alignment
 - Cleveland Avenue/Alley (Southern) Alignment



Roadway/Railroad Crossing Alignment

Option 3-1: Base (Northern) Alignment

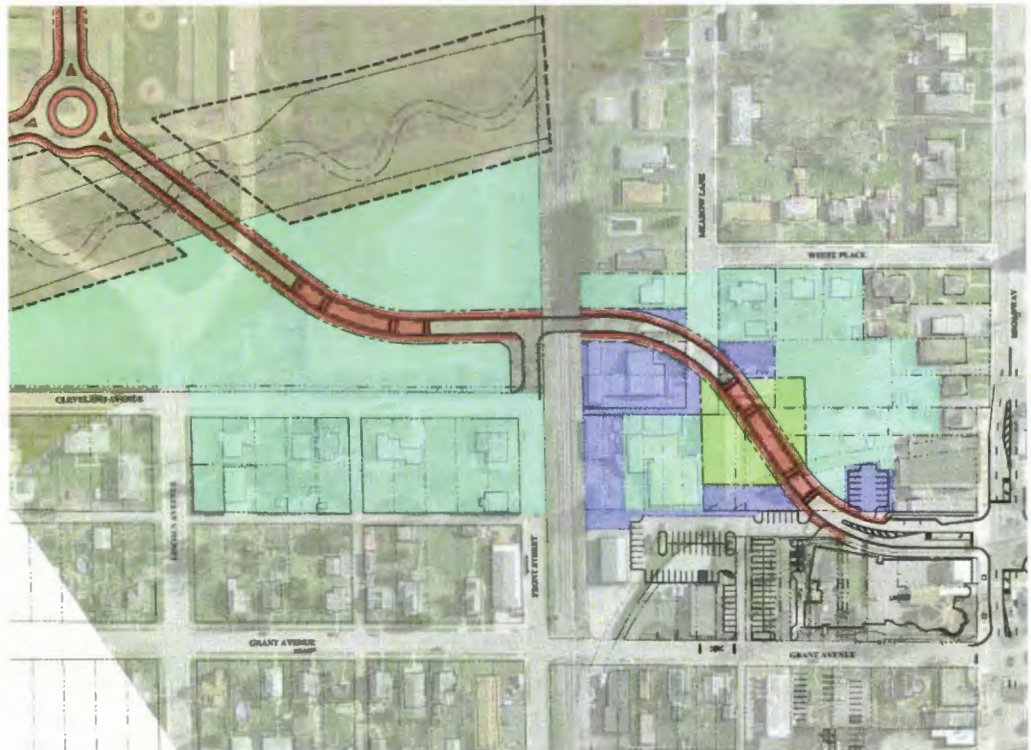
- Consistent with previously approved preliminary development plan

*Number of Parcels
Impacted (R/W): 11*

*Number of Owners
Impacted (R/W): 6*

*Estimated Land
Acquisition Cost:
\$2.5M - \$3.5 M*

- *West of Railroad*
 - Front Street Extension and Connection
 - Cleveland Avenue
 - Lincoln Avenue





Roadway/Railroad Crossing Alignment

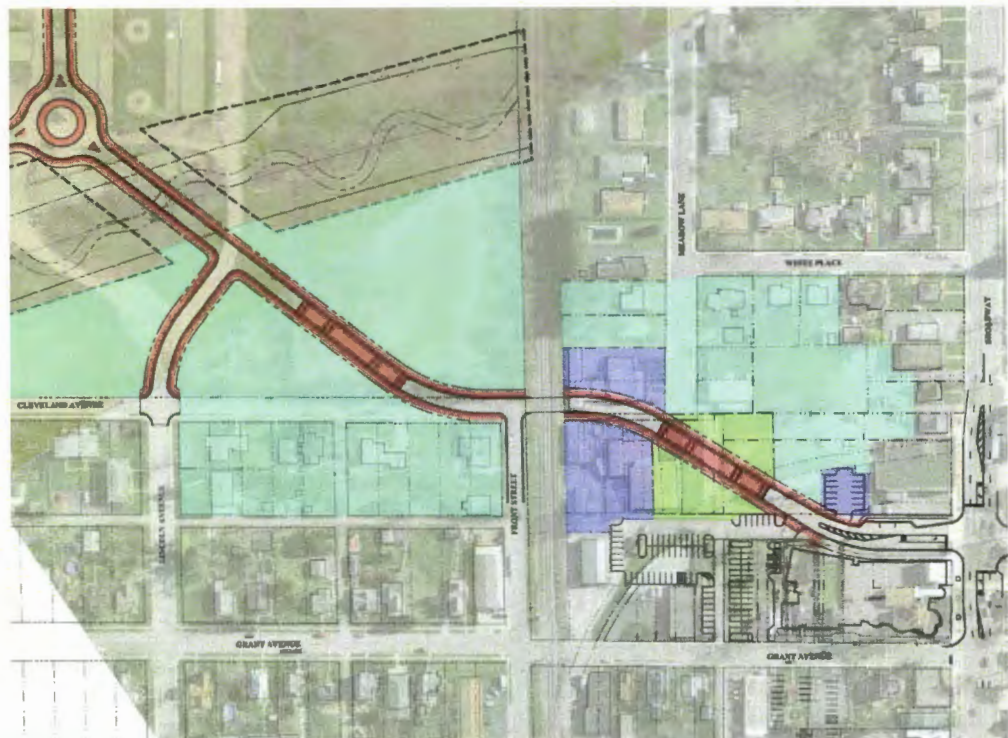
Option 3-2: Cleveland Avenue (Central) Alignment

Number of Parcels Impacted (R/W): 9

Number of Owners Impacted (R/W): 4

Estimated Land Acquisition Cost:
\$2.0M - \$3.0M

- **West of Railroad**
 - Front Street Extension and Connection
 - Cleveland Avenue
 - Lincoln Avenue





Roadway/Railroad Crossing Alignment

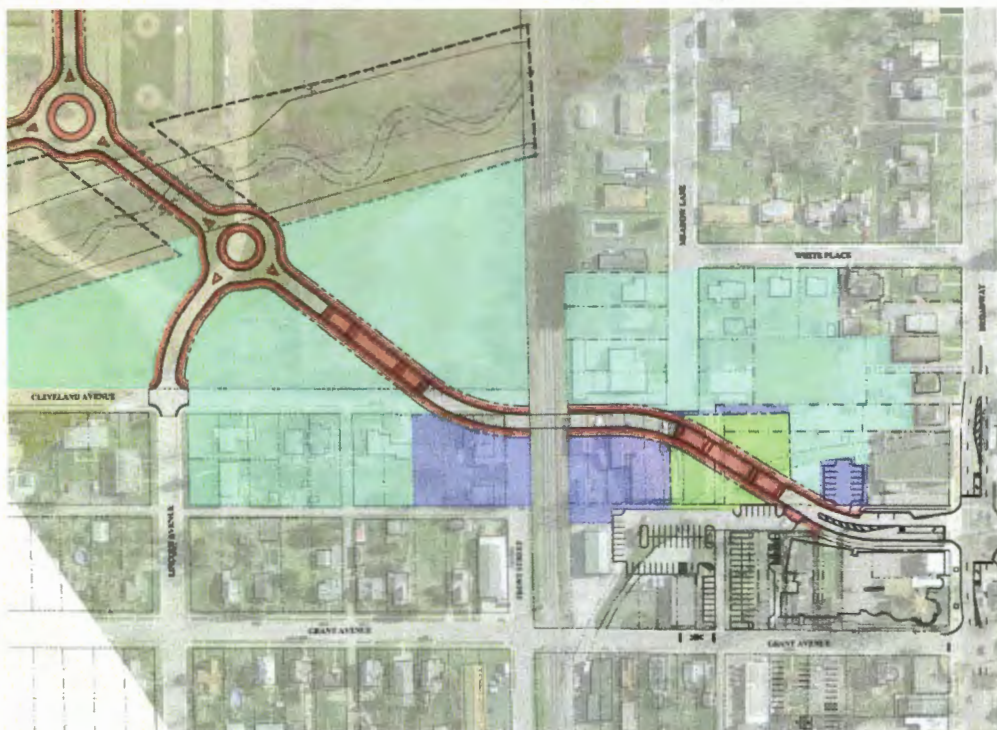
Option 3-3: Cleveland Avenue/Alley (Southern) Alignment

Number of Parcels Impacted (R/W): 9

Number of Owners Impacted (R/W): 4

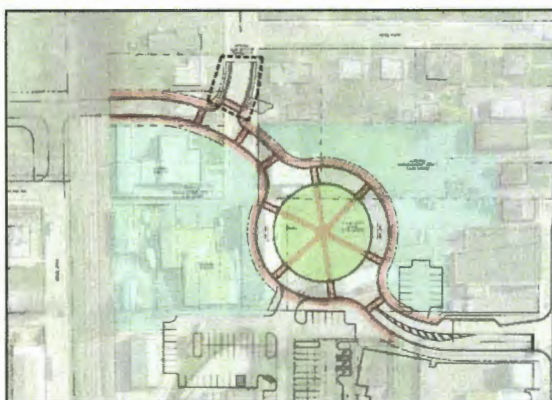
Estimated Land Acquisition Cost:
\$1.7M - \$2.5M

- West of Railroad
 - Front Street Extension and Connection
 - Cleveland Avenue
 - Lincoln Avenue



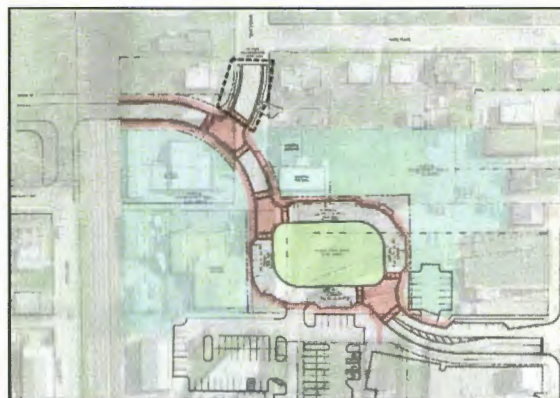
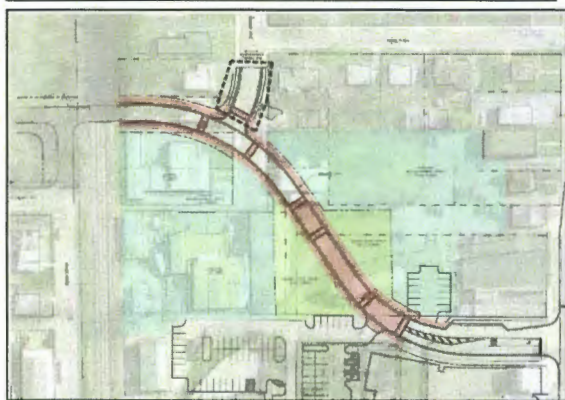


Discussion on Plaza Concepts



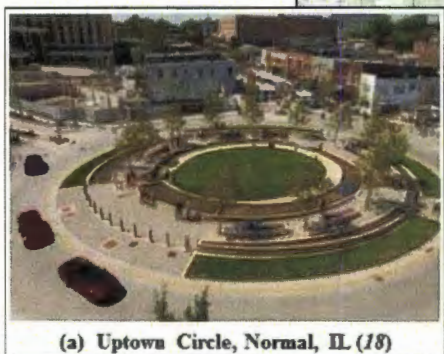
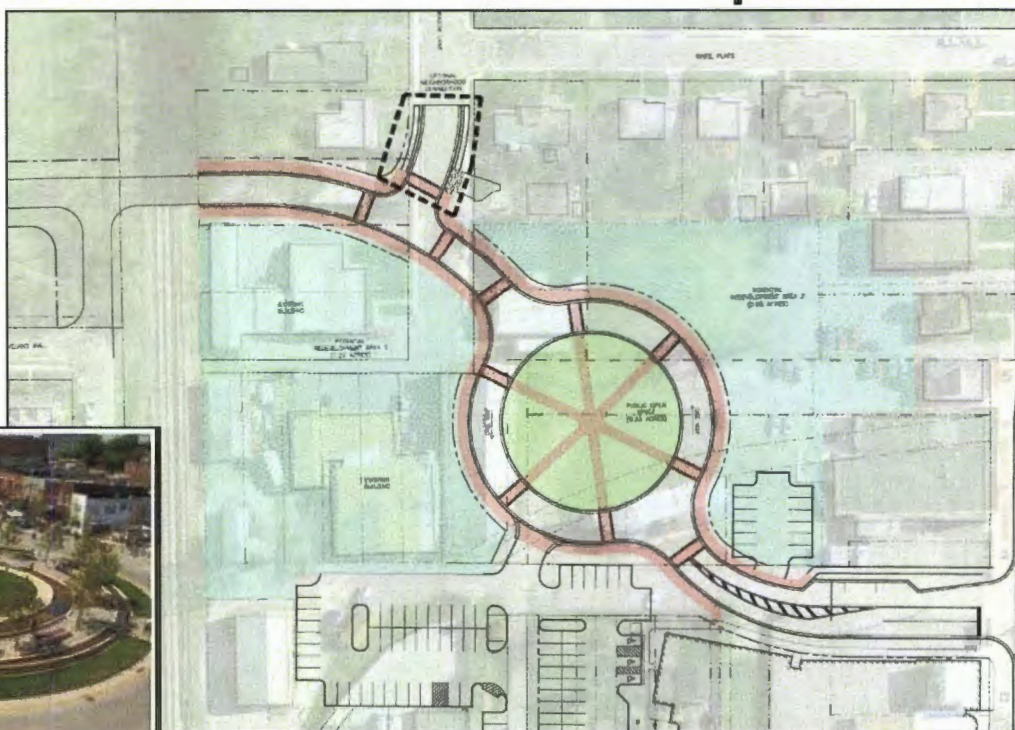
- Three Concepts Discussed at 7/5 Meeting

- Traffic Circle
- Central Park
- Shared Street





Traffic Circle Concept



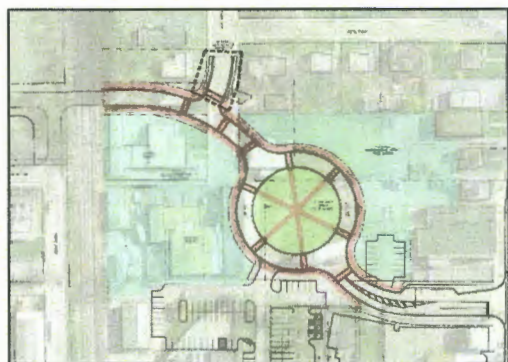
(a) Uptown Circle, Normal, IL (18)



Traffic Circle Concept

Cost:	\$1,850,000*
Parcels Impacted:	12
Total Area	3.40 Acres
RW	0.97 Ac
Open Space/Plaza	0.33 Ac
Potential Redev. Area	2.10 Ac

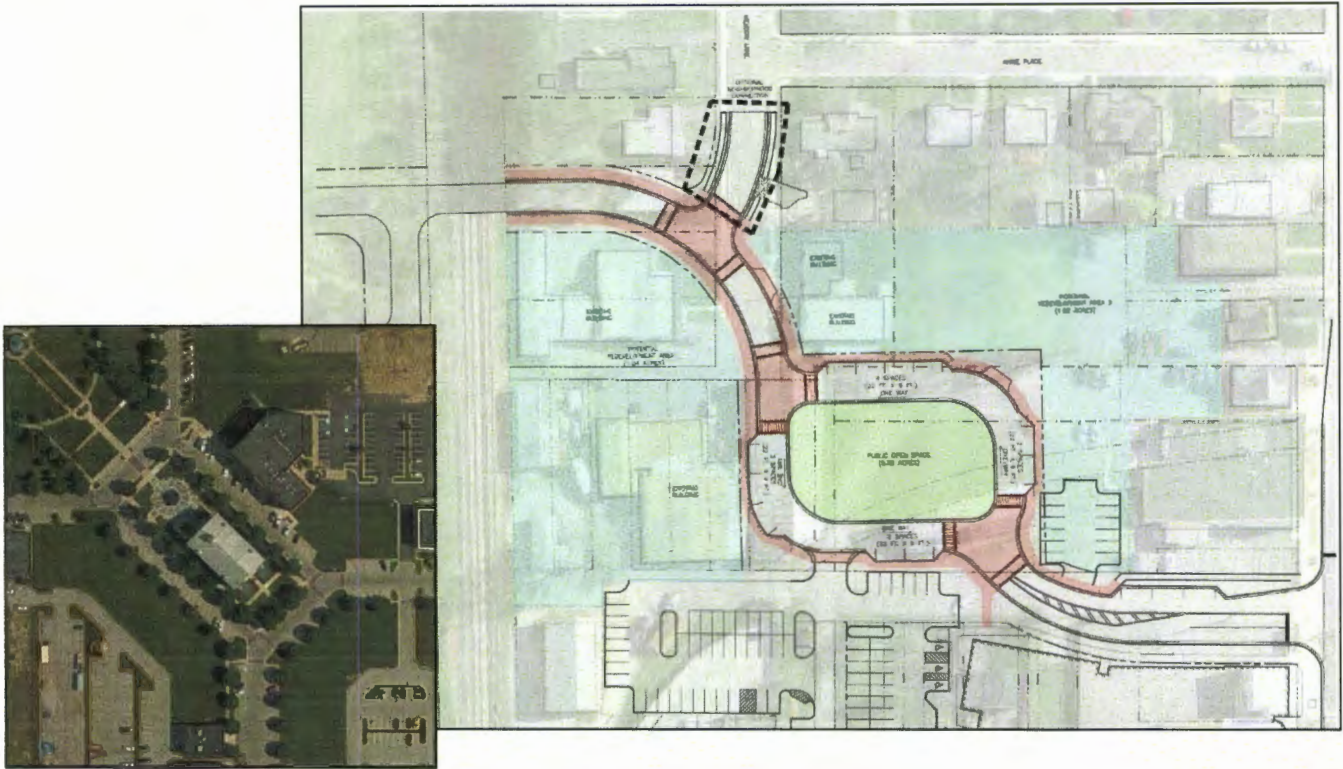
* Excluding land acquisition



- Consist of large diameter traffic circle with one-way traffic movement
- Center of Circle would be a designated public use space and/or streetscape gateway feature
 - Pedestrian access to open space could be maintained with crossings at numerous locations
- Advantages
 - Provides highly visible feature/space for vehicular traffic (sense of arrival)
 - Results in traffic calming due to geometry
- Disadvantages
 - Less efficient development land use due to curvature of RW
 - Full access of open space would likely require street closure



Central Park Concept



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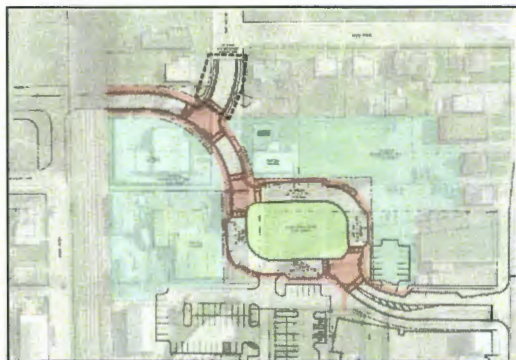
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Central Park Concept

Cost:	\$1,900,000*
Parcels Impacted:	13
Total Area	3.40 Acres
RW	1.04 Ac
Open Space/Plaza	0.30 Ac
Potential Redev. Area	2.06 Ac

* Excluding land acquisition



- Modified version of traffic circle incorporating rectangular public use space and one-way traffic movement
- Center would be a designated public use space and/or streetscape gateway feature
 - Pedestrian access to open space could be maintained at intersections
- Advantages
 - Provides highly visible feature/space for vehicular traffic (sense of arrival)
 - Results in traffic calming due to geometry
 - Allows on street parking opportunities
- Disadvantages
 - Less efficient development land use due to curvature of RW
 - Greatest number of properties impacted of three concepts
 - Full access of public use space would likely require street closure



Shared Street Concept

- Two lane urban street
- Public Use Space/Plaza would flank street on both sides
 - Pedestrian access to open space without need to cross public street/right-of-way
- Through public use space street composition changes (brick or textured concrete)
- No curbs in public use space with a focus on pedestrian access
- Relies on openness of shared use space and narrow road to calm vehicular traffic





Shared Street Concept

Cost:	\$1,650,000*
Parcels Impacted:	11
Total Area	3.40 Acres
RW	0.67 Ac
Open Space/Plaza	0.40 Ac
Potential Redev. Area	2.33 Ac

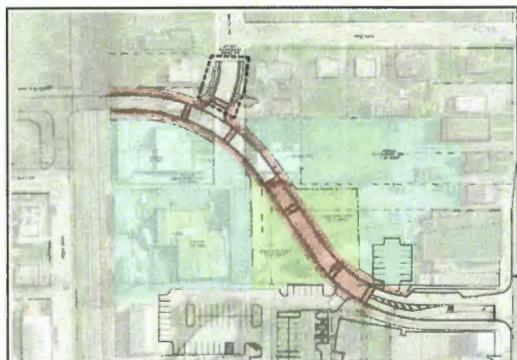
* Excluding land acquisition

- Advantages

- Provides most public use space for the plaza amenity
- Preserves greatest potential redevelopment area
- Most cost effective for construction
- Most efficient design for vehicular traffic
- Access drives around plaza could be privately maintained

- Disadvantages

- Shared use portion of street will have increased long-term maintenance costs
- Full access of public use space would likely require street closure



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Flyover Video



	Traffic Circle	Central Park	Shared Street
Construction Cost	\$1,850,000 ¹	\$1,900,000 ¹	\$1,650,000 ¹
Parcel Impacts	12	13	11
Property Owners Impacted	6	7	6
Buildings Impacted	3	3	3
Land Acquisition (Acres)	1.3	1.2	1.2 ²
Open Space Area (Acres)	0.33	0.30	0.40
Potential Redevelopment Area (Acres)	2.10	2.06	2.33
Traffic Calming Function	High	High	Moderate
Public Space Use	Requires Street Closure	Requires Street Closure	Flexible
Development Efficiency	Moderate	High	High

1 – Does not include land acquisition cost.

2 – Assumes public use space outside the roadway would be publically owned



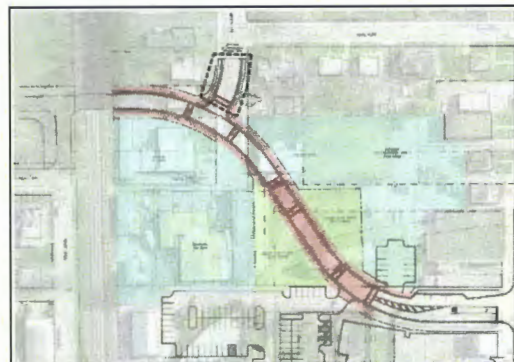
Overall Summary of Columbus Street Extension, Plaza, and Railroad Crossing

Project	Estimated Cost	Comment
Columbus Street Extension/Plaza – Engineering and Planning	\$162,000	
Columbus Street Extension/Plaza – Construction	\$2,070,000	Average cost of concepts plus 15% contingency
Columbus Street – Land Acquisition	\$1,500,000 - 4,000,000	Estimated, dependent on alignment and affected parcels
Railroad Crossing – Planning and Engineering + Court Fees	\$125,000	Conceptual Planning + Final Engineering (both City and Railroad reimbursement costs) + Legal/Misc. + filing fees
At-Grade Railroad Crossing Relocation – Columbus Street (and Grant Road Closure)	\$750,000	
Railroad Crossing Upgrades – Town Center (Park St., Grove City Rd.)...Note: Removed Grant Ave.	\$708,000	Estimated \$300k per crossing plus professional services – NOT REQUIRED
POTENTIAL TOTAL PROJECT COST	\$5,315,000 - \$7,815,000	



Summary of Status of Project

- **Railroad Crossing**
 - Field Survey and Preliminary Engineering Report - **Ongoing**
 - Alignment - **TBD**
 - Grant Avenue - **TBD**
- **Columbus Street Extension**
 - Alignment/Connectivity to Development on westside of railroad tracks - **TBD**
 - Shared Street Concept to support traffic calming, sense of arrival, and plaza – **Ongoing refinement**
- **Plaza**
 - Sizing - **Ongoing**
 - Functionality/Amenities - **TBD**
- **Improvements west of Railroad Tracks**
 - Connection of Columbus Street Extension (prior to Grant closure) to Front Street and/or Cleveland Avenue





QUESTIONS



The City of Grove City

Ordinance C-85-16: Appropriate \$4,781,000.00 from the General Fund for the Current Expense of Design and Construction of a Municipal Fiber Optic Network and Authorize the City Administrator to Enter into a Master Service Agreement for same. Second reading and public hearing.